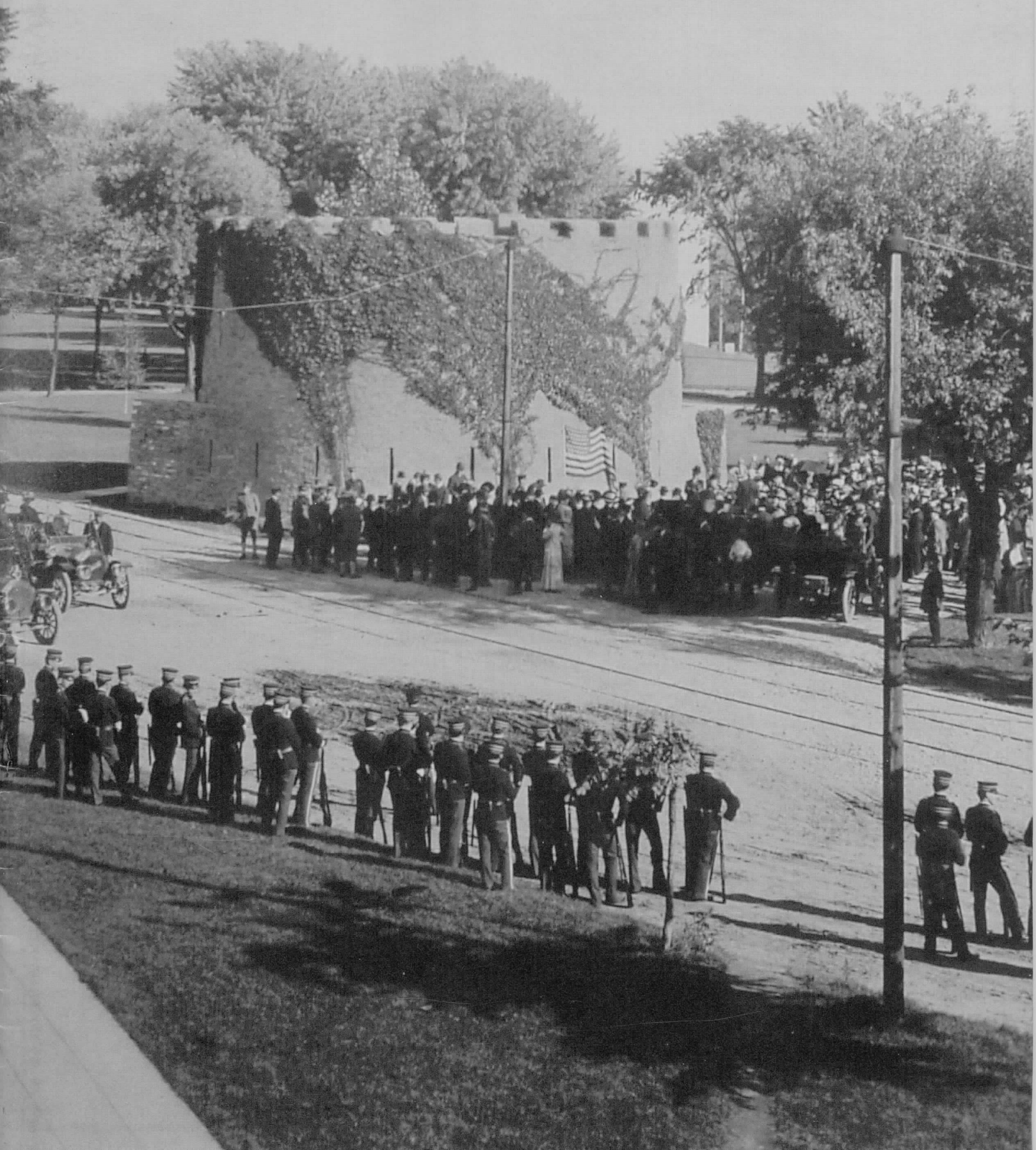


TWIN CITY LINES

Spring 2007





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The Minnesota Streetcar Museum operates the Como-Harriet Streetcar Line in Minneapolis and the Excelsior Streetcar Line in Excelsior. Its mission is to preserve Minnesota's electric railway heritage.

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YOUR NEW MAGAZINE

-Aaron Isaacs, Editor

Welcome to Twin City Lines. I'd like to explain what we want to do with it. Despite the title, we will cover electric railroading all over Minnesota, and even venture across the state line from time to time. There will be occasional railroad, bus and steamboat material, but 90 percent or more will be streetcars. Most of the time we will concentrate on Twin City Rapid Transit, because there is so much available material. For that reason, it seemed perfectly reasonable to name it Twin City Lines. It also allowed us to adapt the distinctive and familiar TCRT logo. Thank you to Rod Eaton for stretching it lengthwise to better fit a magazine cover.

By the time you read this, John Diers' and my new book, *Twin Cities by Trolley*, should be available in bookstores (if you don't have your copy yet, pick one up at the Linden Hills depot). Although the book is the most comprehensive TCRT history since Russ Olson's *Electric Railways of Minnesota*, there was much we couldn't cover due to lack of space. The new magazine will go beyond the book with in-depth looks at the streetcar system. We'll really get into the different classes of streetcars, the carhouses and other facilities, the individual streetcar lines and all sorts of other juicy details. We're trying for a high level of accuracy, so historians Russ Olson and John Diers have already signed on as fact checkers.

There will be regular features such as "then-and-now" photos, *The Motorman's Grip* (highlighting company paperwork), and vintage marketing pieces. We want to make use of the MSM archive, which contains some 10,000 Minnesota traction photos plus numerous papers and ephemera. If you don't see a credit behind the photo, it's from the MSM collection.

There will be more than just historic content. Because the magazine goes to public officials and other non-members, the front of each issue will briefly summarize the latest MSM news. However, this isn't intended to replace or change the *Currents*, which Jim Vaitkunas will continue to produce.

We know that many of you are interested in the progress of rail transit in the Twin Cities, so longtime member and transit activist John DeWitt will periodically bring you behind-the-scenes info that doesn't make the newspapers.

Sandy Bergman has been the *Minnegazette* Production Editor ever since I became the Editor in 1990. Sandy is the reason for the high photo and layout quality of the *Minnegazette* and will continue her excellent work as Production Editor of *Twin City Lines*. As you can see, she's given this first issue a fresh look. Also, we're staying with Sexton Printing, the *Minnegazette* printer for the last ten years. They're a good company, produce a high quality product and we're happy to continue the relationship.

So what happens to the *Minnegazette*? Sandy and I will no longer be involved with it, and I've returned all the railroad related photos and other materials to MTM. MTM wants to continue producing the *Minnegazette* and is looking for an editor. We wish them the best, because there are plenty of good railroad history stories to tell. Just to clarify, you'll have to join MTM to receive the *Minnegazette* from now on.

I hope you enjoy *Twin City Lines*. Your feedback is always welcome, so please let me know how you like it.



Front Cover: Three months after the streetcar from Minneapolis was extended past it in 1909, Fort Snelling's historic Round Tower receives a commemorative plaque from the Society of Colonial Daughters of America. Minnesota Historical Society collection.

Inside Front Cover: Streetcars passed the Round Tower for 44 years. In 1952, a year before the end, a Minneapolis car departs in the distance. At left is the Fort Snelling shuttle. Ray Degroote photo.

From the Front Platform

- Jim Vaitkunas, MSM Board Chair

Welcome to the premier issue of our Museum's new history magazine, *Twin City Lines*. On behalf of all your Board members, I am pleased to tell you that from now on, and as long as you are a member of our Museum, you will receive this special magazine that will focus on the core mission of our Museum, which is: To preserve and communicate to the public (and our members) the experience of Minnesota's electric street and interurban railway history.

During the annual winter planning meeting usually held in February, the Board traditionally reviews the Museum's mission and goals to evaluate whether what we're doing meets these essential planning elements. This year one of the areas we discussed was education and interpretation of Minnesota's and the region's electric railway history. A natural follow-on to that was whether our Museum should continue to jointly publish with the Minnesota Transportation Museum the *Minnegazette*. After much discussion, and after consultation with Aaron Isaacs, the Board determined that while up until now the *Minnegazette* was an adequate means to provide some electric railway history our members, the joint nature of the *Minnegazette* really limited our ability to provide the educational and interpretive in-depth and comprehensive content that you should receive. We, therefore, decided that MSM would publish on a quarterly schedule our own history magazine. We left the name of our magazine up to our editor, Aaron Isaacs, and he chose *Twin City Lines*, which we felt was a good choice.

There were other factors that the Board considered before deciding to publish our own magazine, and these other factors are well covered in Aaron's introductory column in this issue. In reaching our decision, the toughest factor that we had to consider was the increased financial obligation the Museum would have to bear if we published our own magazine. It will cost us more than our share when we jointly published the *Minnegazette*, and not all of the cost will be borne by member dues, mainly because of the "up-front" costs associated with layout and printing set-up. However, we hope to increase our membership to 300 members, which would then cover virtually all the costs of the new magazine. We thoroughly debated the financial implications of this decision and concluded that while it might initially be more costly to go it alone, in the final analysis it was worth it. We felt that this new history magazine would allow us to better achieve our goals to educate and inform our members and other interested readers.

Aaron has some exciting plans for the new *Twin City Lines*. His column describes just some of the features you can expect to see and read. But our new magazine should not be a 'one man band.' Aaron will always welcome contributions to the *Twin City Lines*. If you have a story you'd like to tell, he'll be happy to help you with your story and, as our Museum's photo archivist, he'll undoubtedly come up with some good photos to illustrate your piece. I encourage you to work with him. *Twin City Lines* should be a publication to which we all can contribute and enjoy.

MSM News Summary

(see *Streetcar Currents* for the full story)

Car repairs

Over the last year, MSM's "mother car", TCRT #1300, has received all new exterior wainscoting. When the old wood was removed, a number of the support members showed rot or rust, and had to be replaced. The front bumper was also reconditioned. Sporting a new exterior paint job, 1300 will be in service this summer.

Winona 10 Restoration

The restoration of Winona 1913 streetcar #10 continues. All the interior wood components have been removed and most have been refinished. The four-wheel power truck will be replicated and the first step in that process, the purchase of journal boxes, is complete. Work is also underway to replicate the original seats.

Sprinkler Systems

The catastrophic fire a few years ago at an eastern trolley museum was a wakeup call for MSM to install sprinkler systems in its barns. The Excelsior barn received its system in January 2007. Fundraising is underway for a system at Lake Harriet. The total budget

is \$100,000. Why so expensive? The carbarn has no water service, and the nearest water main isn't very near. MSM has a campaign underway to raise \$80,000. All contributions are welcome.

New Streetcar Book Available

John Diers and Aaron Isaacs have authored a large new book, *Twin Cities by Trolley*, a history of Twin City Rapid Transit. It will be available in mid-May. Published by the University of Minnesota Press, the 350-page book features 420 photos (many from the MSM collection) and 70 maps. Help the museum by buying your copy from us. Visit the Linden Hills depot, or visit our website at www.trolleyride.org

New member and volunteer recruitment initiatives

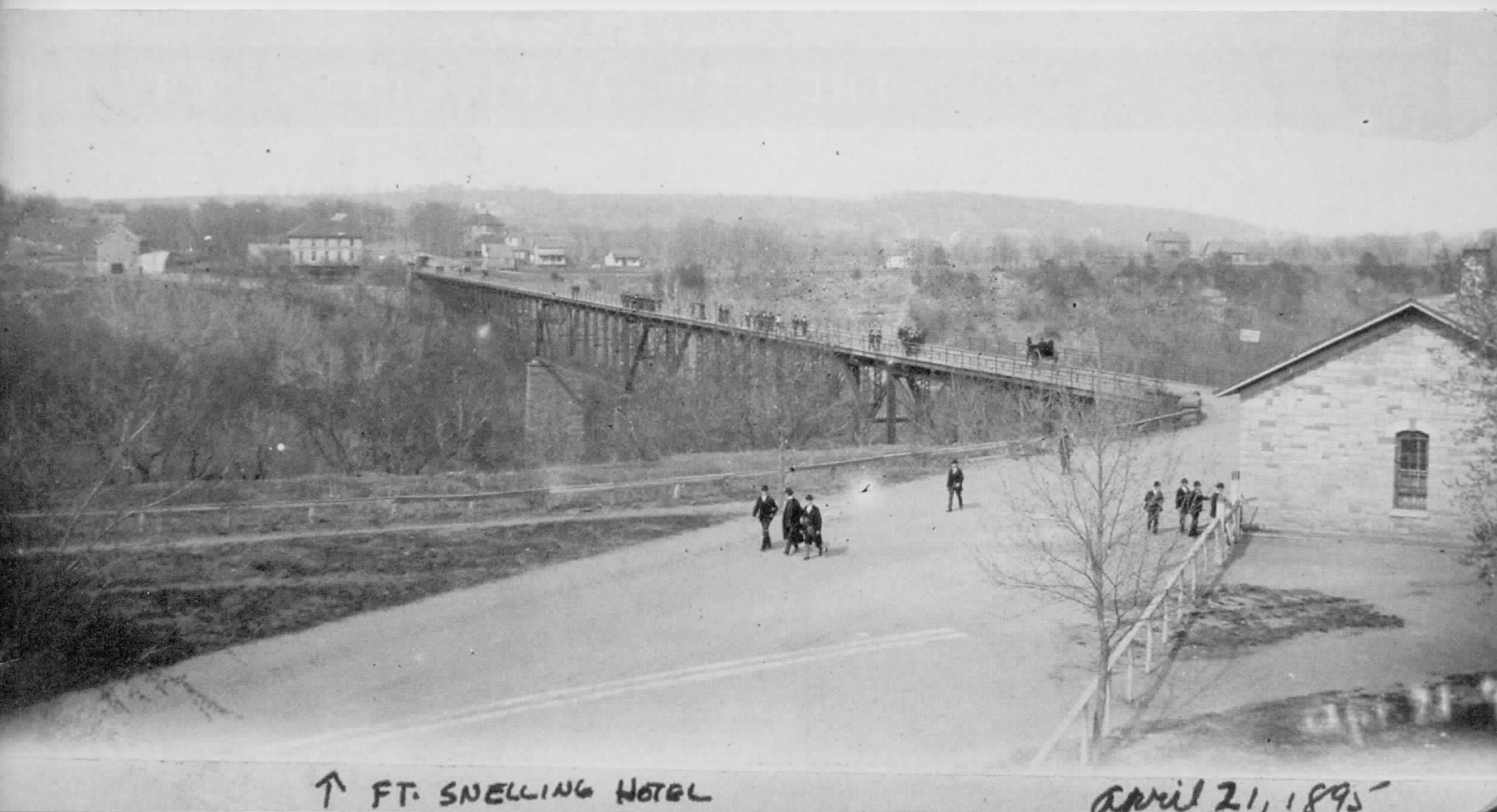
Concerned about the loss of a number of museum volunteers, the Board of Directors is making some changes. Recruitment and publicity have been stepped up. Operator training will now be available year round, rather than restricted to Spring only. A new program has been created to better orient and mentor new volunteers, so they are more likely to stay.

Rails to Fort Snelling

-Aaron Isaacs

Fort Snelling was the first white settlement of any size in Minnesota. It occupies the high bluff overlooking the confluence of the Mississippi and Minnesota Rivers, a strategic location in the steamboat era. Although easily reached by water, its scenic location made it somewhat inconvenient to access by land. Prior to the construction of the Mendota Bridge and the West 7th Street bridge, small cable ferries crossed the Mississippi and the Minnesota.

Milwaukee Road predecessor Minnesota Central built its line from Minneapolis to Mendota, St. Paul and southern Minnesota in 1865, providing first time rail access to the fort. The station was actually located below the fort, and was accessed by a steep road and a long wood stairway. Some years later, a spur track was laid into the upper fort, diverging from the mainline several hundred feet south of 54th Street. The spur terminated at the quartermaster's warehouse on the west edge of Bloomington Road, opposite the large open area known as the parade grounds. During World War II, additional spur tracks were added south of the warehouse.



From 1891 until 1909, streetcars from St. Paul stopped across the Mississippi River, because the original wagon bridge could not support them. Here passengers, discharged from a streetcar barely visible in the distance, walk across the bridge. The cars looped in front of the Ft. Snelling Hotel.

Streetcars didn't reach the fort from Minneapolis until 1905, and then stopped at a temporary loop northwest of the Drill Hall, a couple blocks short of the historic fort. Streetcars from St. Paul also stopped short on the other side of the Mississippi, because the original wagon bridge to the fort couldn't handle them. They looped at the Fort Snelling Hotel and persons bound for the fort walked across the bridge.

All that changed on June 21, 1909 when a new bridge over the Mississippi replaced the wagon bridge. St. Paul streetcars were extended across the bridge to a new wye named Bridge Junction just east of the historic Round Tower. It must be remembered that most of the historic fort had been demolished by then, so the main highways from Minneapolis and St. Paul and the streetcar lines passed right through the old fort site. At the same time, the line from Minneapolis was also extended to the wye.

In exchange for the free use of federal land to reach the fort, TCRT was required to build the Fort Snelling Extension and operate it as a free shuttle. Starting at the south end of the wye, it paralleled the Minnesota River for one mile, passing behind the long series of barracks and other buildings that fronted on Taylor Avenue. An MSM member who rode it says it would stop



anywhere someone wanted to board or alight. Back then the still-standing barracks and officers' houses extended further than today, into the area occupied by the airport's north runway.

The Minneapolis and St. Paul cars were combined into a new interurban line, through-routed between the two downtowns via the fort. This arrangement lasted until July 5, 1936, when the St. Paul and Minneapolis lines were separated. Minneapolis cars ended at Bridge Junction. St. Paul cars continued to a new wye serving the Veterans Administration Hospital at

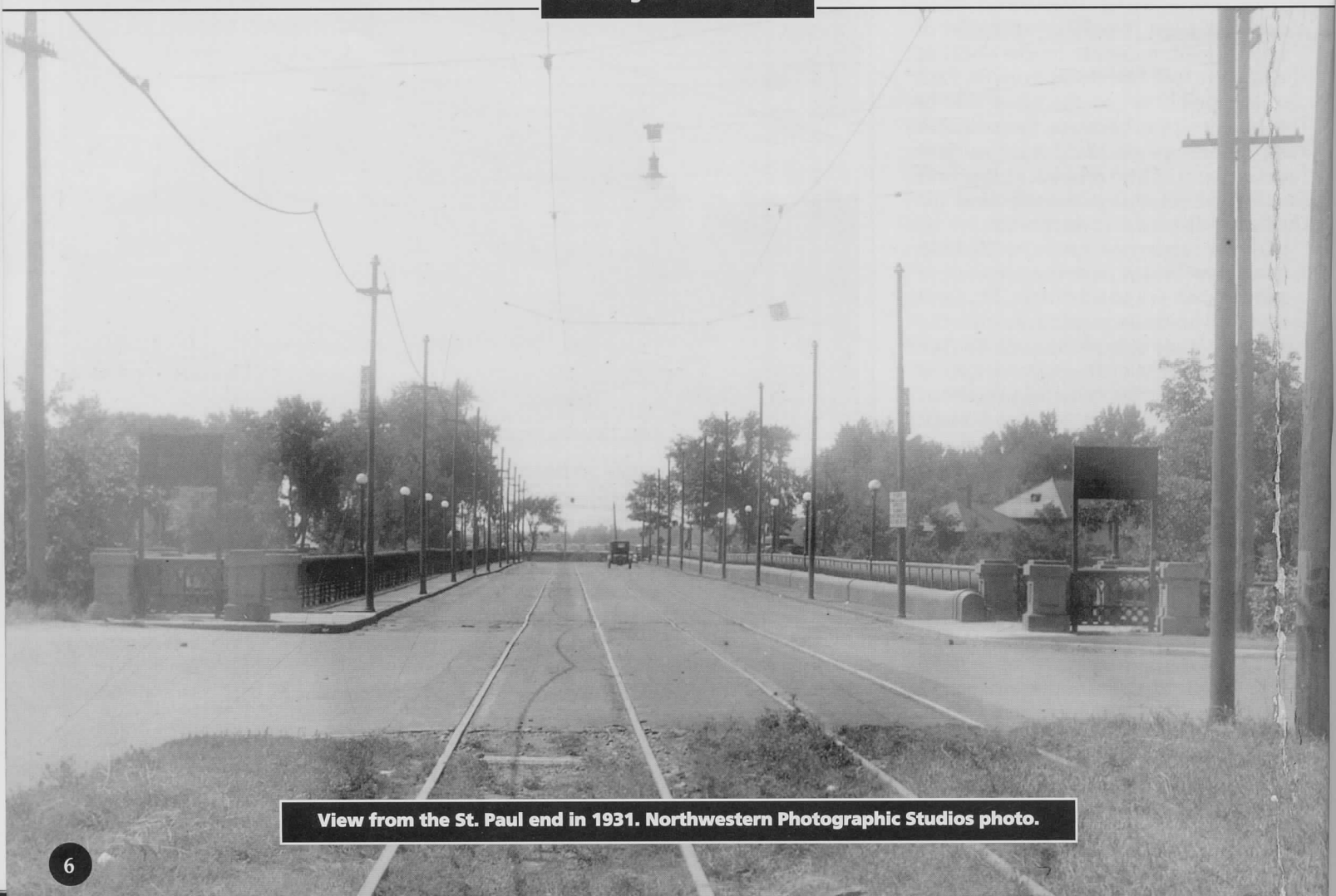
54th Street and 47th Avenue S. This created a duplicate service through the fort, which TCRT attempted to eliminate on August 26, 1939, when it cut the St. Paul cars back to Bridge Junction. Customers must have complained about the transfer, because the VA service was reinstated on November 18 and lasted until April 15, 1950, when all but one AM and one PM trip was shortlined at Bridge Junction.

Schedules were written so that Minneapolis, St. Paul and the shuttle (also dubbed the stub, dinky or dummy) all met at the wye to layover and

THE NEW 1909 BRIDGE BROUGHT



Looking toward St. Paul



View from the St. Paul end in 1931. Northwestern Photographic Studios photo.

ST. PAUL CARS INTO THE FORT



Exiting the bridge into Ft. Snelling. W. C. Whittaker photo.



About a quarter mile after entering the Ft. Snelling reservation on private right of way at 54th Street, the tracks crossed this unnamed road. Today the retaining wall is still there, but new Highway 55 passes through the shelter at right. Forrest Johnson collection.



South of today's Highway 62 Crosstown, the track curved more southeast, mimicking the bend in the Mississippi. The camera is looking out the back of a PCC on a Minnesota Railfans Association excursion at a regularly schedules car. In the distance the tracks rise to cross the short bridge over the Milwaukee Road's upper fort spur.

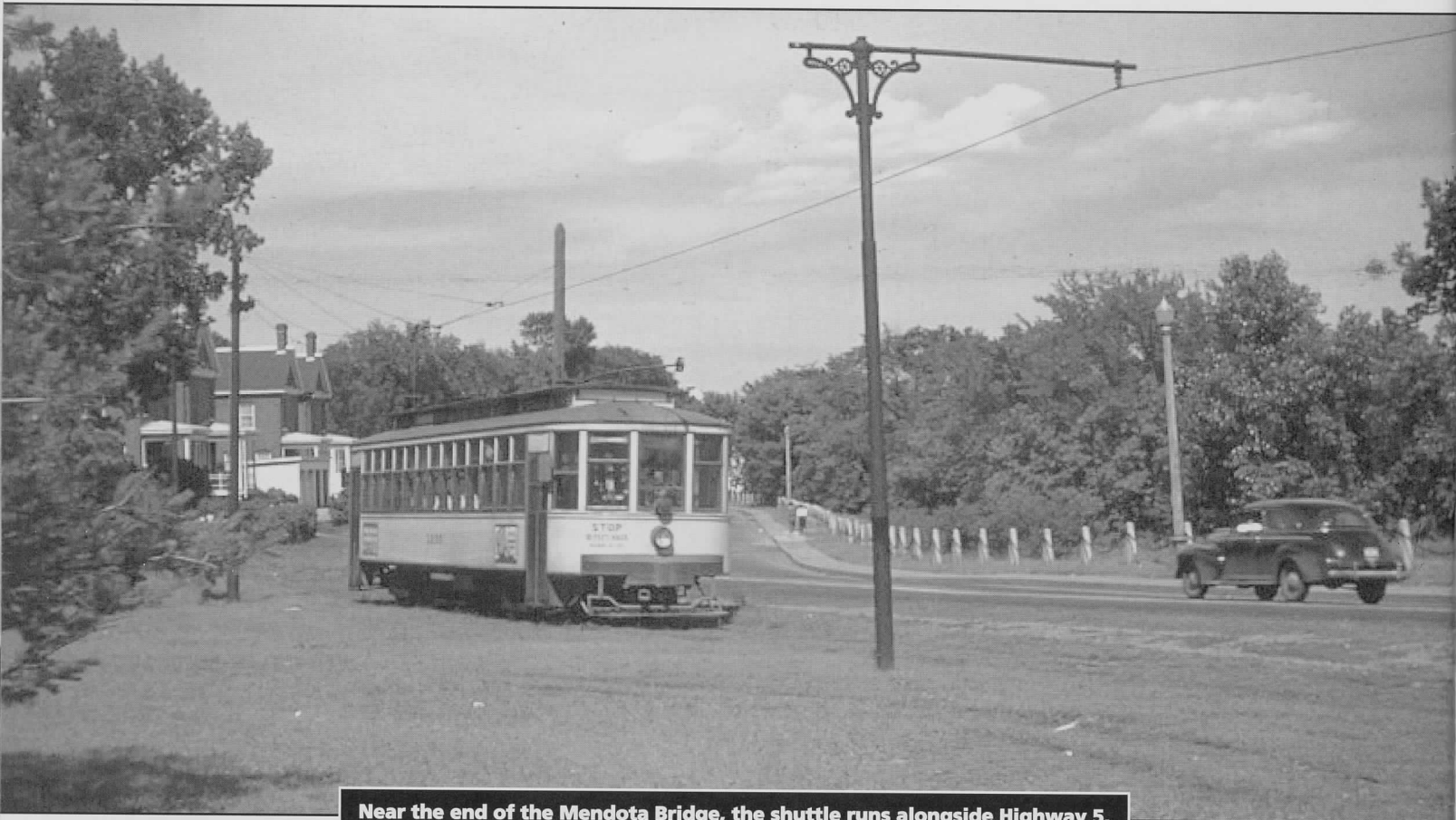


A Minneapolis-bound car passes the stables a block from the Bridge Junction wye.



The Minneapolis car met the shuttle, and sometimes the St Paul cars, at the Bridge Junction wye. The shuttle always stopped furthest from the wye switch. Passengers are waiting at the shelter. At the east end of the platform, this sign (inset) listed shuttle destinations.

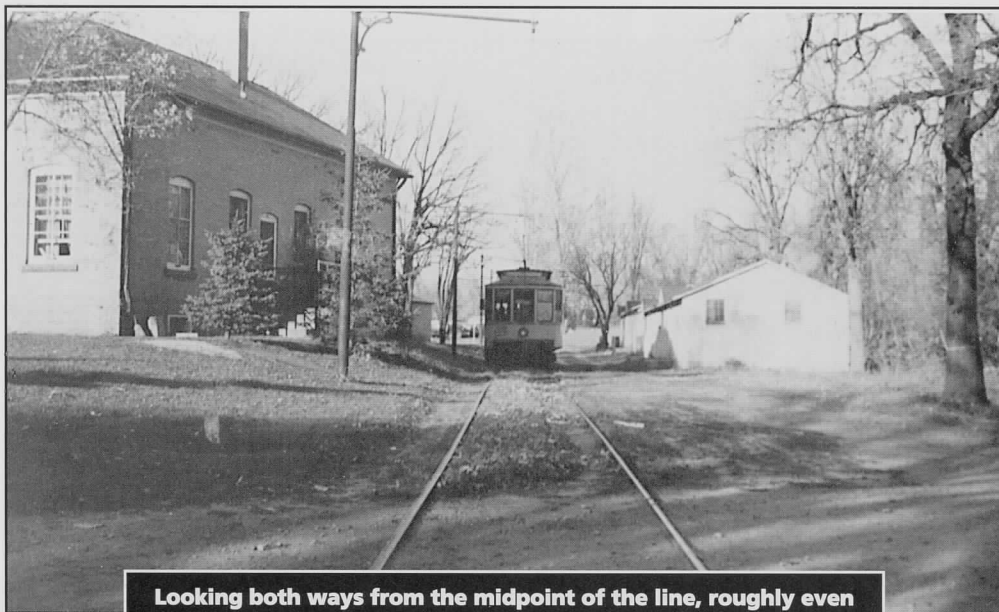
TAKE THIS CAR
 BLDG. 101-B INSURANCE CO.
 102-A EMPLOYMENT
 5-4 OUR PATIENT
 5-5 V.A. HOSPITAL



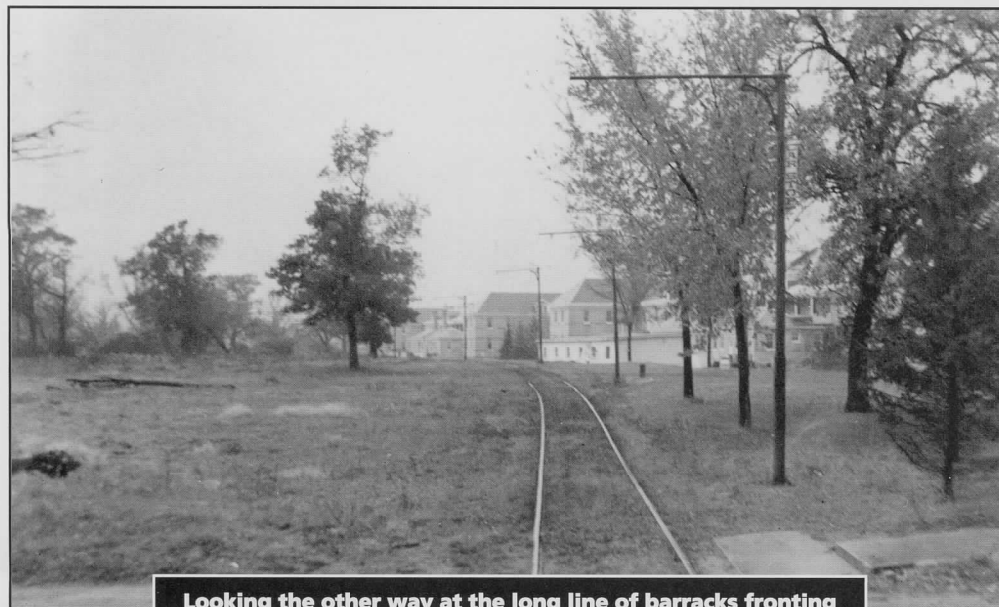
Near the end of the Mendota Bridge, the shuttle runs alongside Highway 5.



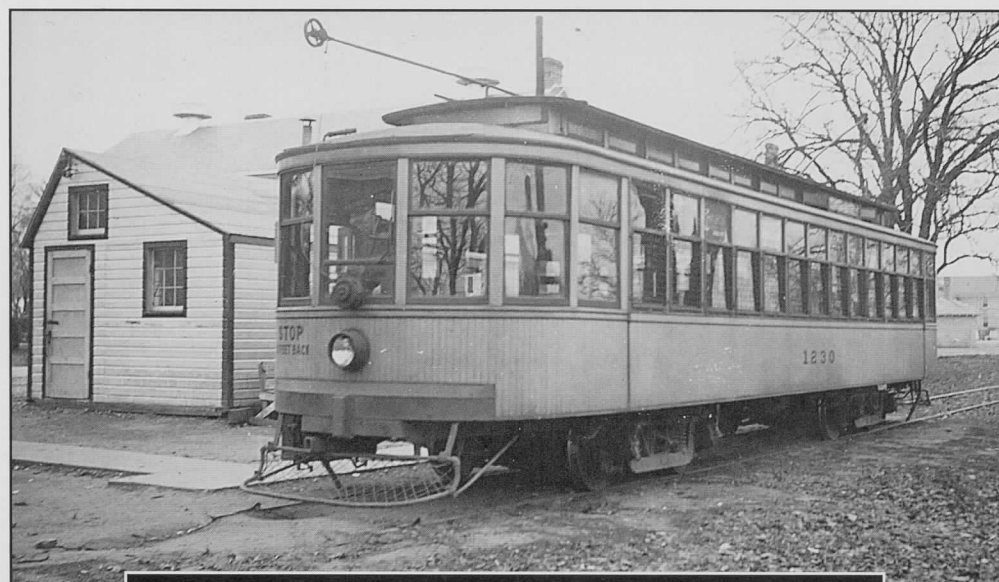
Double ender #896 boards at the Convalescent House midway on the line.



Looking both ways from the midpoint of the line, roughly even with Minnehaha Street. Car 1230 squeezes between buildings.



Looking the other way at the long line of barracks fronting on Taylor Avenue. Note the old style overhead wire poles.



The south end of the shuttle featured a small waiting platform.

exchange passengers. A small building was built at the wye to serve as a passenger waiting room.

The line from Minneapolis followed a couple of miles of private right of way from 42nd Ave. S. to the fort. In 1930, the portion from the Minnehaha Falls loop near 50th Street to 54th Street was abandoned when the line was relocated via 42nd Avenue and 54th Street to directly serve the VA Hospital. As the private right of way followed the curve of the Mississippi within the Fort Snelling reservation, it passed over the Milwaukee Road spur on a bridge.

Lacking turning facilities on the south end, the shuttle was assigned one of TCRT's handful of double ended cars. Originally single truckers 509 and 538 were the assigned cars. In 1912 they were replaced by wood-bodied double truckers #813 and 896, which was converted from single end cars. They were in turn replaced by #1230 in 1932. 1230 had been built in 1907, part of the same series as MSM's own #1239. Former Stillwater lightweight #4, originally built in 1925, was rebuilt as a double ender in 1939 and served as the backup to 1230.

There being no fares to collect, the car ran with only a motorman, usually someone of high seniority. The shuttle was assigned to Lake Street Station, but because of the long deadhead movement, TCRT reduced its cost on September 23, 1939. The shuttle's Sunday service was eliminated, and the weekday was cut back to 6:30-8 AM and 4:15 PM-1 AM.

The deployment of car 1230 was unusual. It pulled out of Lake Street Station Monday morning and remained at the fort until Saturday night. At all other times, motormen deadheaded to and from Fort Snelling via scheduled streetcars, the longest such relief trip in the system. Only a month later, probably due to federal government pressure, the Sunday service was reinstated and the car was returned to Lake Street station for servicing each Wednesday morning, returning that same afternoon.

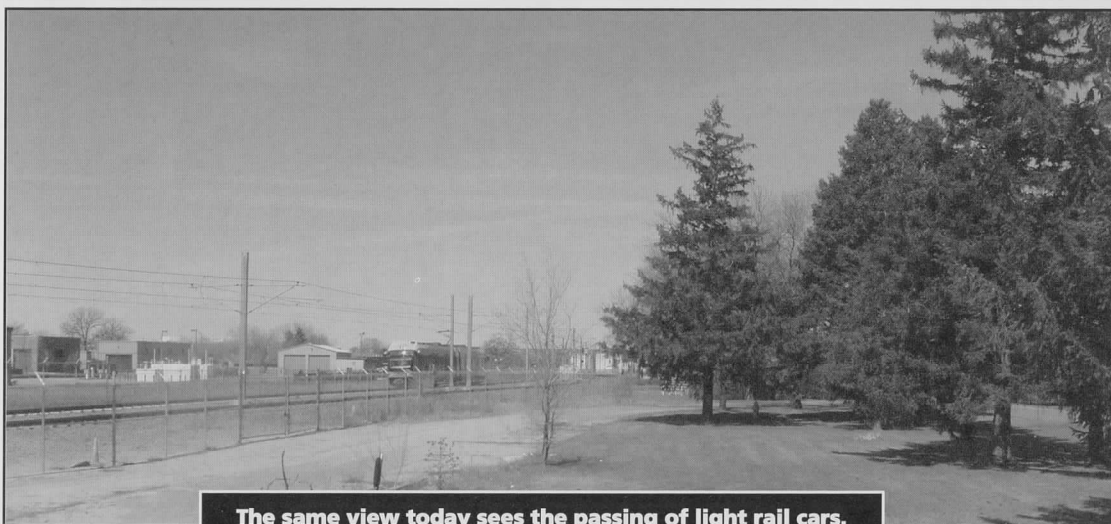
Because of increased World War II traffic, the weekday midday was reinstated on July 2, 1942.

The St. Paul cars were replaced by buses on May 17, 1952. The shuttle followed on August 1, 1952. Last to go were the Minneapolis cars, cut back to the 54th Street wye on May 2, 1953.

Rails to the fort continued to disappear with the abandonment of the Milwaukee Road main line in 1956. The spur to the fort remained in service until about 1958, being served once or



World War II saw four Milwaukee Road spur tracks added to the upper fort, south of the original ones. A troop train loads there. Minnesota Historical Society collection.



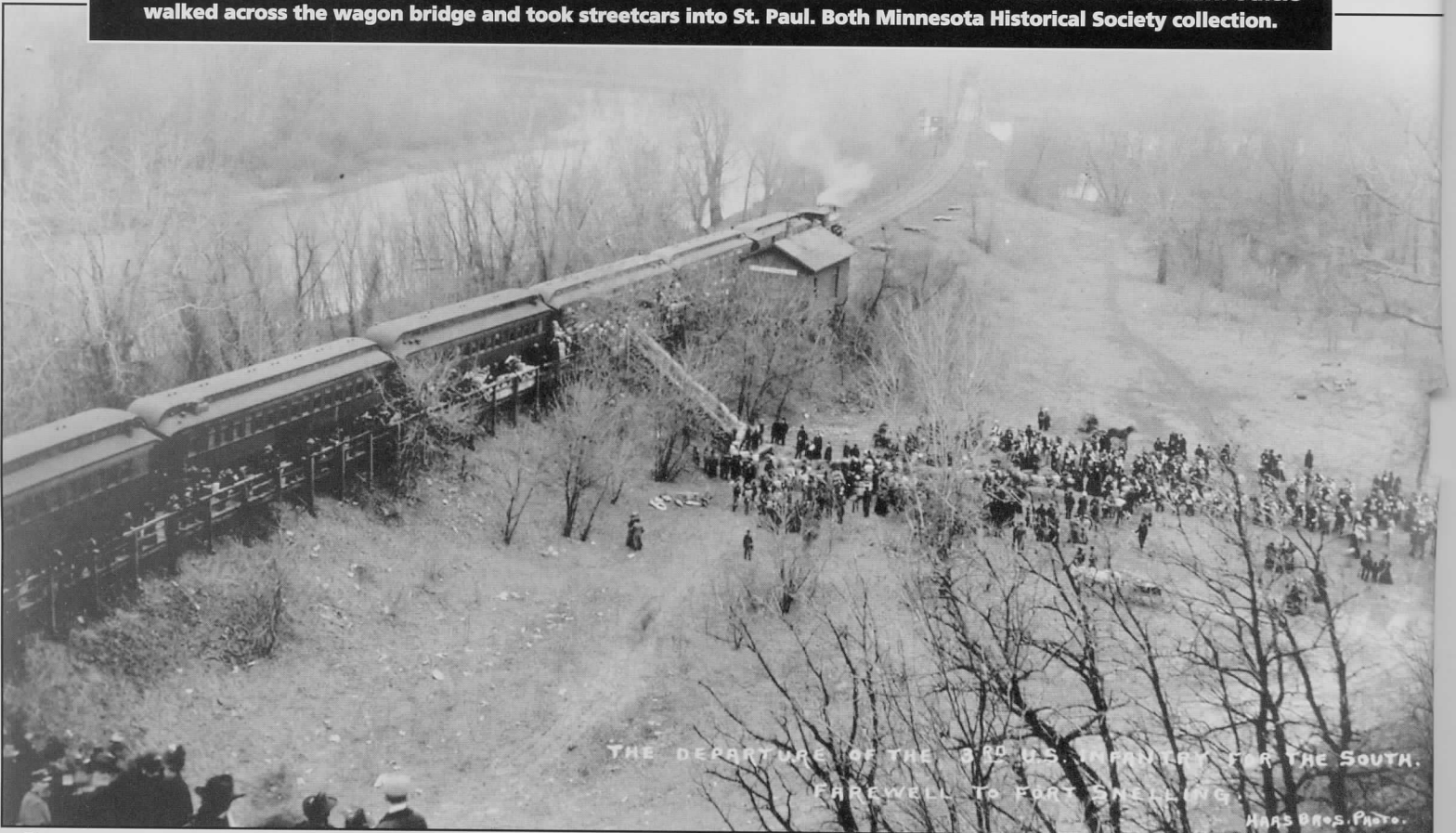
The same view today sees the passing of light rail cars.

This model of Ft. Snelling in 1946 is located in the visitor center near the historic fort. At left is Bridge Junction and the shuttle. At right is the Milwaukee Road's spur to the upper fort. It passes under TCR's line to Minneapolis at lower right, then divides. The original spur curves left to the quartermaster's warehouse. The World War II spurs continue beyond.





Troops leave the fort for the War of 1898. Some loaded on a Milwaukee Road at the station below the bluff. Others walked across the wagon bridge and took streetcars into St. Paul. Both Minnesota Historical Society collection.



twice a week. Member Frank Sandberg's father was an engineer on some of those movements and Frank remembers riding the engine with him. The Milwaukee main is now a bike trail. If you look carefully, you can see where the spur diverged. Amazingly, the rails are still in place for a short distance on the spur.

Rail service returned to the fort in 2004 with the construction of the Hiawatha LRT line. While it doesn't intentionally follow any of the historic streetcar or railroad alignments, it appears that the Fort Snelling LRT station is located about where the Milwaukee Road spur came through. If you want to better understand how everything was laid out, the Fort Snelling visitor center features a large model of the fort as it looked in 1946.

The Double Enders

-Aaron Isaacs

It seemed like a good fit to accompany an article on the Fort Snelling Shuttle with a more detailed history of TCRT shuttles and the double-ended cars that ran them.

When purchasing streetcars, transit companies had to decide whether to operate single or double-ended cars. There were tradeoffs to consider. Single ended cars were less costly to build and maintain because there was only one set of motorman's controls and rigid seats were less expensive than reversible walkover seats. On the minus side, the end of each line, as well as every shortline turnback, required either a turning loop or a wye with three track switches. Loops and wyes meant building and maintaining extra trackage, switches, and the most complex type of overhead wire.

TCRT was one of the companies that chose single ended cars. It never built a new double-ended car for itself (it built some for other cities). However, they soon discovered that a few double-enders were a necessity. There were always a couple of short shuttle runs that either lacked turning facilities on one end, or were so short that turning the car every few minutes was mighty inconvenient. Double enders also came in handy whenever road, sewer or bridge construction temporarily isolated part of a line. Over its history, TCRT owned about 50 double-enders, though no more than 20 at any one time. Here's the count for selected years.

Double-enders on the roster

1900 20 (est.)
1910 11
1920 9
1930 8
1940 9 (only 4 active)
1950 2

Information about the pre-1900 fleet is not complete, but we know that most were built single ended. Russ Olson has documented repairs to 20 double enders in 1902, and a couple of these early cars appear in the MSM photo archive.

In 1905 the company rebuilt 12 1891-built Northern Car Co. single truckers into double enders. They appear to have replaced all the earlier cars. Because of their specialized role, most remained in service until 1912, outlasting all the other single truckers that were displaced by the construction of hundreds of TCRT-designed double truckers.

Being lightly constructed, the single truckers wore out after 15-20 years of service. They didn't offer the creature comforts or capacity of the larger cars and, having outlived their peers, required the stocking of obsolete parts.

From 1910 to 1920, TCRT created the next generation of double-enders from 12 double-trucked, wood-framed

homebuilt cars originally built in 1900-1904. About half of them were the shorter 37-foot C-5 class, while the rest were the 43-foot B-3 class or 45-foot D-4 class. With exception of two cars that were returned to single end operation within a year or so, these cars remained in service until the early 1930s. They were stored out of service for several years, making them the last surviving wood-framed cars. All were scrapped between 1934 and 1941.

The 1930s saw the creation of the last four double-enders, two from steel-underframed standard cars and two from ex-Stillwater short lightweights. They lasted until 1947-52.

The Shuttles

(All may not have used double enders)

This list includes only the longer lived shuttles, often officially dubbed "extensions" by the company. In TCRT slang, the shuttles were called "stubs", not to be confused by the use of the same term to mean short rush hour trippers (car assignments making only one or two trips in the heart of the rush hour). In addition, there were numerous short-term stubs caused by street, bridge, track and sewer work that isolated part of the line, requiring the use of double-enders.

The Shuttles

1891-98	Merriam Park Electric Extension from the end of the Selby Avenue cable line, Selby & Chatsworth to Prior & St. Anthony
1892	Rice St. Extension, Rice & Front to Rice & Maryland
1892	Como Ave. Extension, Rice & Como to Como & Front
1892	State St. Extension, State & Concord to Robert & Annapolis
1892	W. 7th Street Extension, 7th & Tuscarora to Ft. Snelling bridge
1892-1900	Randolph St. Extension, 7th & Randolph to Cretin & Randolph
1892-93	Maria Ave. Electric Extension from the E. 7th St cable line, E. 7th St. & Maria to Earl & Hastings.
1899-1904	Mahtomedi-Wildwood
1899-1913	Camden Extension, 42nd & Lyndale to 51st & Lyndale
1904-30?	White Bear Lake-Mahtomedi, fed mainline trains at Wildwood
1909-52	Ft. Snelling shuttle
1910-14	Robbinsdale Extension, Lowry & Penn to Robbinsdale
1911-12	Start of Johnson Street line, 18th & Central to 28th & Johnson
1912-14	E. 25th St. shuttle, Cedar & Minnehaha to E. 25th St. & 36th Ave. S.
1914-16	35th & Cedar to 42nd & Cedar
1914-24	42nd Ave. shuttle, Lake & 36th Ave. to 41st St. & 42nd Ave.
1914-31	Burns & Earl to Burns & English
1916-21	Randolph & Snelling to Randolph & Cleveland
1918-26	Cedar & Lake to Cedar & 42nd St.
1922-24	(summers) Bryn Mawr line split by Laurel Avenue bridge work.
1924-25	Randolph & Cleveland to Ford Plant
1929-33	Cedar & 42nd St. to Cedar & 50th St.
1931-32	Deephaven Junction (west of Hopkins)-Deephaven
1932-38	Merriam Park Shuttle, Prior & Selby to Prior & University
1932-41	Western & Como to Western & Cook
1938-51	Hopkins shuttle, 44th & France to Hopkins, off-peak only.

Car	Built	Scrapped	Builder	Double-Ended	Comments/Assignments
505	1891	1912	Northern	1905	Single Truck
509	1891	1912	Northern	1905	Single Truck
510	1891	1912	Northern	1905	Single Truck
513	1891	1912	Northern	1905	Single Truck
516	1891	1912	Northern	1905	Single Truck
524	1891	1912	Northern	1905	Single Truck
536	1891	1911	Northern	1905	Single Truck
538	1891	1911	Northern	1905	Single Truck
1511	1891	1907	Northern	1905	Single Truck
1523	1891	1911	Northern	1905	Single Truck
1529	1891	1912	Northern	1905	Single Truck
1534	1891	1911	Northern	1905	Single Truck
897	1901	1936	31st St.	1910	37 foot, Robbinsdale and Camden Extensions, last used 1930
898	1901	1941	31st St.	1910	37 foot, Robbinsdale and Camden Extensions,
899	1901	1918	31st St.	1910	(sold) 37 foot, Robbinsdale and Camden Extensions
890	1901	1934	31st St.	1911	37 foot, for Oak St. shuttle. Converted back to single end after a short time
813	1900	1941	31st St.	1912	43 foot, Ft. Snelling shuttle
896	1901	1936	31st St.	1912	37 foot, Ft. Snelling shuttle
992	1904	1936	31st St.	1912	45 foot, E. 25th St. shuttle, back to single end 1914
993	1904	1936	31st St.	1912	45 foot, E. 25th St. shuttle, back to single end 1914
893	1901	1934	31st St.	1913	37 foot, St. Louis Park shuttle, back to single end after a short time
894	1901	1934	31st St.	1914	37 foot, Prior Ave. shuttle, back to single end after a short time
875	1901	1941	31st St.	1916	37 foot, Randolph Extension
876	1901	1941	31st St.	1916	37 foot, Randolph Extension
847	1900	1941	31st St.	1920	43 foot
1230	1906	1952	31st St.	1931	46 foot, Deephaven 1931-32, Ft. Snelling 1932-52
1129	1905	1947	31st St.	1932	46 foot, true double ender, opposing doors, reversible seats, Merriam Park shuttle 1932-38
3	1925	1949	Snelling	1932	36 foot lightweight, true double ender, opposing doors, reversible seats, Western Ave. 1932-41
4	1925	1952	Snelling	1939	36 foot lightweight, all aisle-facing bench seats, Ft. Snelling backup car 1939-52

The Deephaven line was abandoned in 1932, along with the need for its shuttle car. The Merriam Park line succumbed in 1938, along with its shuttle, followed by the Western Avenue shuttle in 1941. That left only the Fort Snelling shuttle as a regular service requiring a double ender. Stillwater lightweight #4 was rebuilt in 1939 as the backup car to #1230. The double-ended fleet was reduced because it had become much more common for buses to cover temporary shuttle services.

The Great Depression of the 1930s cut ridership in half, drastically reducing the number of streetcars needed to operate the system. Not surprisingly, TCRT began to retire the oldest cars in the fleet, those with wood underframes. In 1930, 247 of the "woodies" were still on the roster, including the 20 that had been converted to unpowered trailers. By 1937, that number had dropped to five, all double enders. After sitting unused for several years, all were scrapped in 1941.

Backup controls

An article about double-enders cannot be complete without mentioning the installation of backup controls in the single-ended cars. When built, there were none. Each car operated with both a motorman and conductor. The conductor provided the rear safety lookout when wying cars at the end of the line or backing into a stub-ended carhouse track.

In 1931, TCRT began converting its two-man gate cars to one-man operation (configured like #1300). The hand-operated rear gates and narrow front exit door were replaced by two-stream air-operated folding doors. Fare collection was moved from the rear platform to the front.

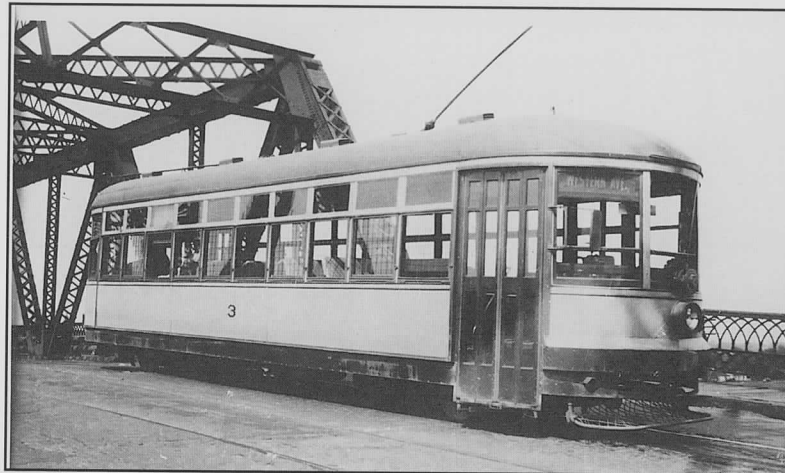
What didn't change was the lack of backup controls. TCRT's streetcars made thousands of daily backup moves, and suddenly they were being made blind. We don't know if there were accidents, but it must have happened, and often enough to cost the company money in damage and liability claims.

TCRT financial records show that Authorization 6914 dated 9-8-1936 provided for installing rear end controls in 562 one-man cars. Experimental work was previously done on car 1324. All work was completed by December 1937. Only 560 cars were completed as 1610 and 1629 were destroyed in the Hazel Park bridge head-on collision (see page 23).

Ironically, when buses replaced streetcars, many of the wyes remained in use, requiring buses to back around corners blindly. Eventually all were replaced by looping around city blocks or total elimination. The last bus wye was 54th and Ewing Avenue South, not phased out until the late 1970s.

The Motorman's Grip

Every motorman carried a grip containing the tools and paperwork of his trade. The one pictured on the opposite page belonged to Paul Janke, who hired out in 1950 and made the transition to bus driver, leaving service in 1959. Each issue of Twin City Lines will feature an item from the grip. Usually it's paperwork, some form the company printed in its own print shop. Each had a number, and served a distinct purpose.



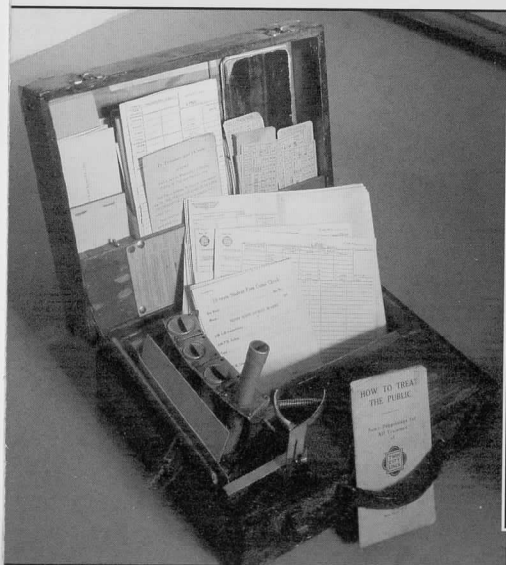
Car #3, built for Stillwater local service, was a true double ender. It is shown entering the Western Avenue bridge over the Great Northern. Its last assignment in 1949 (right) was a temporary shuttle on Penn Ave. S. from 50th to 54th Street, because the 54th wye was torn up for sewer construction.



Lightweight #4 was the last double ender created, in 1939. It had only longitudinal (aisle facing) seats, the only car in the system configured that way. It was the Ft. Snelling shuttle backup car, and appears here at the south end of the line. The Minnesota Railfans chartered it for a tour in 1950, and it was scrapped in 1952. W. C. Whittaker photo.



Car 1230, the fixture at Ft. Snelling, ran briefly in 1951 from 44th and France Avenue to 44th and Brookside, because the new Brookside loop was not yet complete.



This case or grip belonged to Paul Janke, who drove streetcar and bus for TCRT from 1950 to 1959. It holds his changer and punch, and all sorts of company paperwork. We'll explore its contents in each issue.

LAKE NOKOMIS - CAMDEN

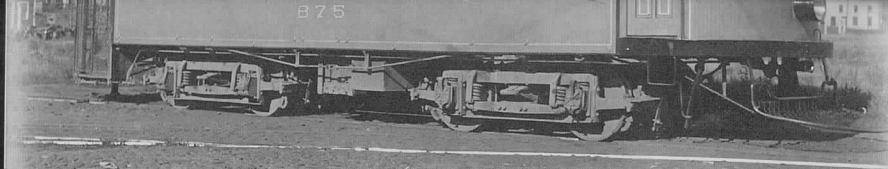
SUNDAY CARD No. 4127

RUN 7

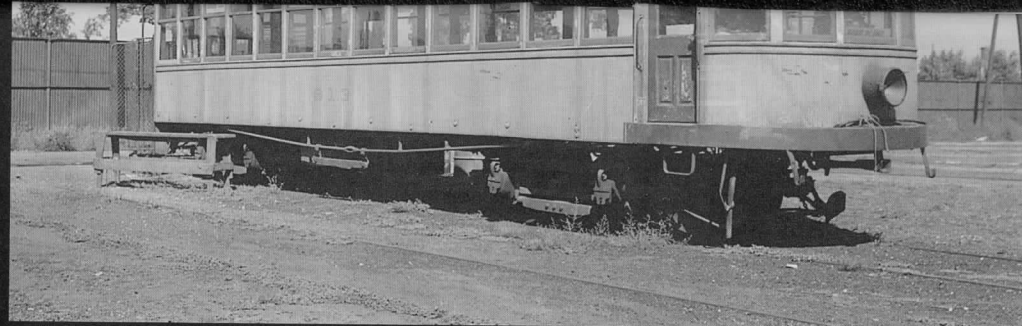
STATION	640					
51 AVE. No.		859	1114		105	320
42 AVE. No.	651	905	1120	RLF.	111	326
24 AVE. & WASH.			1129	1247		
HENN. & WASH.	710	924	RLF. *		130	345
50 ST. & 34 AVE.		1005			215	430
50 ST. & 28 AVE.	757	1007			217	432
38 ST. & 28 AVE.	804	1014			224	439
34 ST. & CEDAR	811	1021			231	446
HENN. & WASH.	832	1042			252	507
24 AVE. & WASH.						517
STATION					RLF. +	

* To 38 & 28 AVE. + To 51 AVE. No.

This is the motorman's schedule for Sunday Run 7 on the Lake Nokomis-Camden line from about 1920. He pulled out of North Side Station at 6:40 AM and deadheaded to 42nd and N. Lyndale where he entered service. It was a two-piece run, a split shift. He was relieved when the car passed North Side at 11:29 AM, and made relief at the same location at 12:47 PM, ending with a third relief at 5:17 PM. The footnotes indicate the car's destination following the reliefs. In later years, motormen had to copy these schedules by hand.

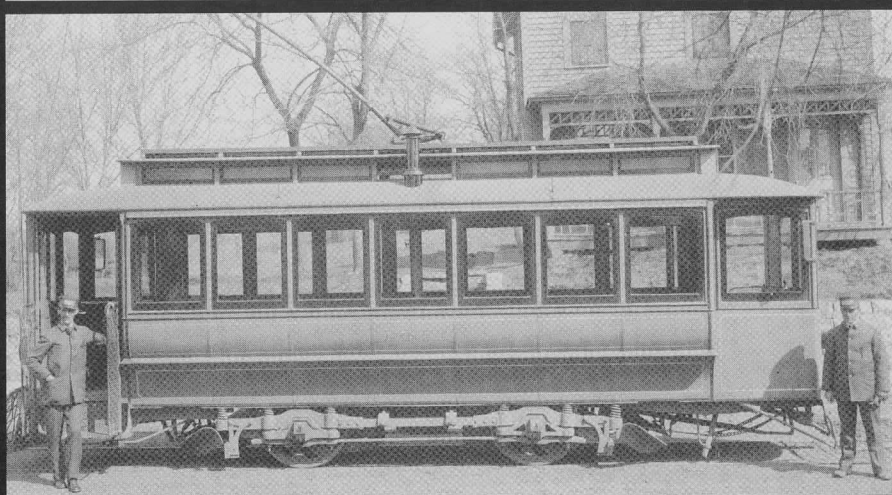
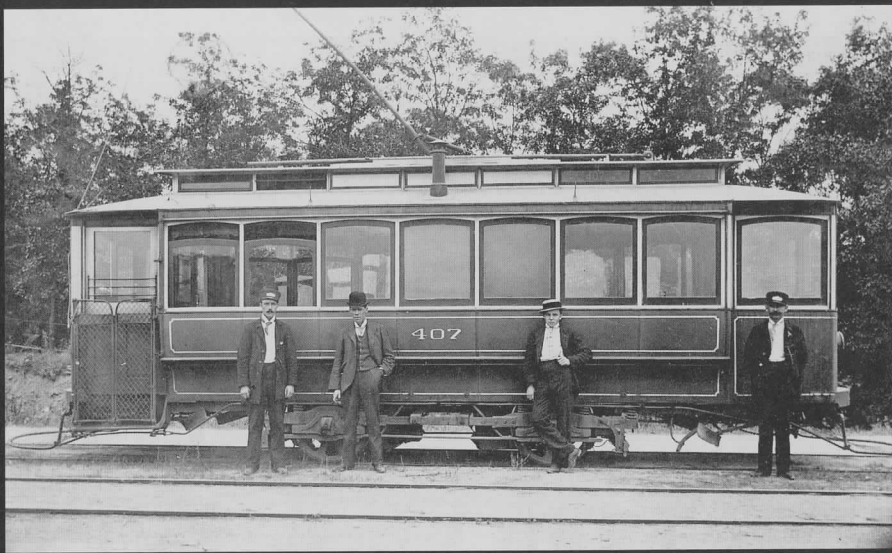


Cars 875 and 898 were identical 1901-vintage 37-foot class C-5 cars that became double-enders. 875 is shown before conversion. They received dual controls, fenders and trolley poles, but otherwise remained unchanged in terms of doors and seats. In one direction passengers rode backwards.

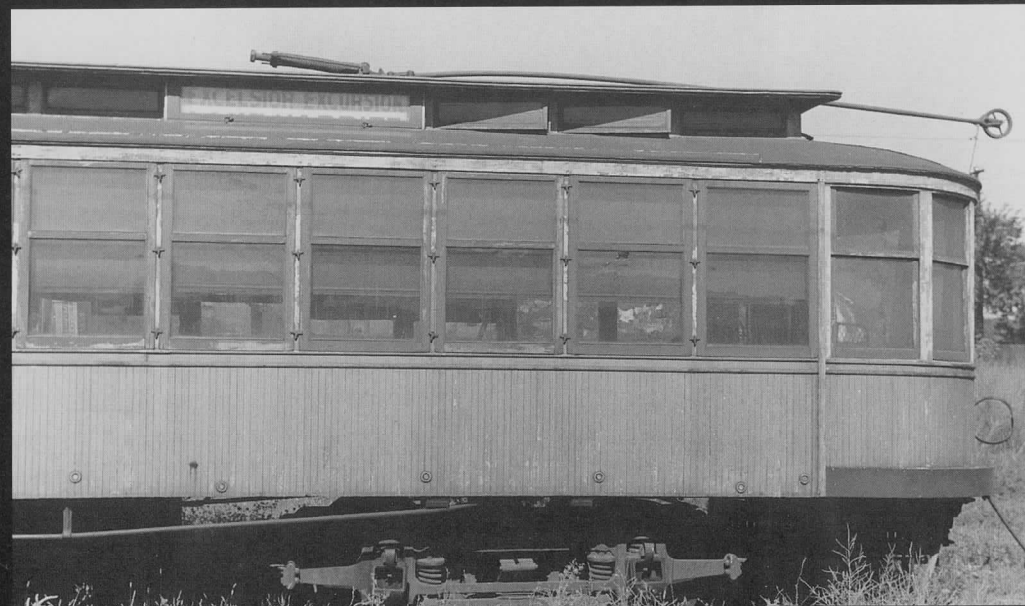


Car 1129 was a true double-ender, with reversible seats and doors at opposite corners. It was primarily assigned to Merriam Park. At Snelling Station, contrast its front end to a single-ender at left.





TCRT inherited a fleet of early (1890-93) single truckers from its predecessors (Minneapolis Street Ry. and St. Paul City Ry.). From these they modified two small groups into double enders. We don't know much about the first group in the 1890s, but car 407 (Laclede 1891) was one of them. Car 1511 (Northern 1891) is part of the second group, converted in 1905. The fenders, snow scrapers, rear view mirrors and enclosed vestibules on both ends of the car identify it as a double ender.



The great depression of the 1930s, combined with increased use of buses for temporary shuttles, idled the wood-framed double enders. Five of them hung on until 1941, deteriorating in station yards. Middle: John Vachon photo, Library of Congress collection.





Then and Now Remnants

Hazel Park Bridge

A regular Twin City Lines feature (until we run out) will be then-and-now photos of surviving TCRT infrastructure. First up is the Hazel Park-Mahtomedi line bridge over the Omaha Road on St. Paul's east side. Having entered private right of way at 7th and White Bear Ave., the double tracks continued east a quarter mile and turned north into what is now the right of way of Hazel Street. In order to save money, TCRT built the bridge with gauntlet track. This means the rails were interwoven to be only one track wide, but never actually merged into a single track. Problem was, the uphill approaches in each direction were blind, creating the risk of a head-on collision. TCRT installed a signal to prevent a crash, but something went wrong on August 8, 1936. Russ Olson was told that the trolley poles of the two opposing cars passed the signal contactor at exactly the same instant and both received a signal to proceed. The result was a headon collision between cars 1610 and 1629 on the bridge. Both cars burned to the frame.

Along with most of the St. Paul system, streetcars were gone from the bridge in 1952. For reasons unknown, it was not removed and remained an unofficial route for neighborhood kids to cross the tracks. Several years ago the



**The Hazel Park overpass, then and now.
Historic photos by Kirt Blewett.**

City of St. Paul saw its value and constructed a bike trail on the old trolley line from just south of the bridge to Larpenteur Avenue. Unfortunately the old bridge lacked sufficient

overhead clearance to meet current federal standards. It has been replaced with a new, higher structure on new piers mounted above the old ones.



Firemen douse the last flames following the devastating head-on collision of cars 1610 and 1629 on August 8, 1936. The camera is facing north. St. Paul Dispatch-Pioneer Press photo.





Inside rear cover: One of the single truck double-enders that was retired about 1912 poses at 49th and N. Lyndale Avenue, the north end of the Camden Extension. This line served the original Minneapolis workhouse at that intersection. In 1913 it was extended two blocks to 51st Avenue, only to be abandoned in 1925 when the line was shifted west to Bryant Avenue between 45th and 52nd. Minnesota Historical Society collection.

Rear cover: From 1913 to 1916 the St. Louis Park line was severed for replacement of the old wood Lake Street bridge over the Milwaukee Road and Minneapolis & St. Louis just west of Lake Calhoun. Car 893 was assigned to shuttle between there and St. Louis Park. Here it awaits passengers at the west end of the bridge. Minneapolis & St. Louis photo.



Lake St Bridge 6/2/16